

BookletChartTM

Sacramento River – Andrus Island to

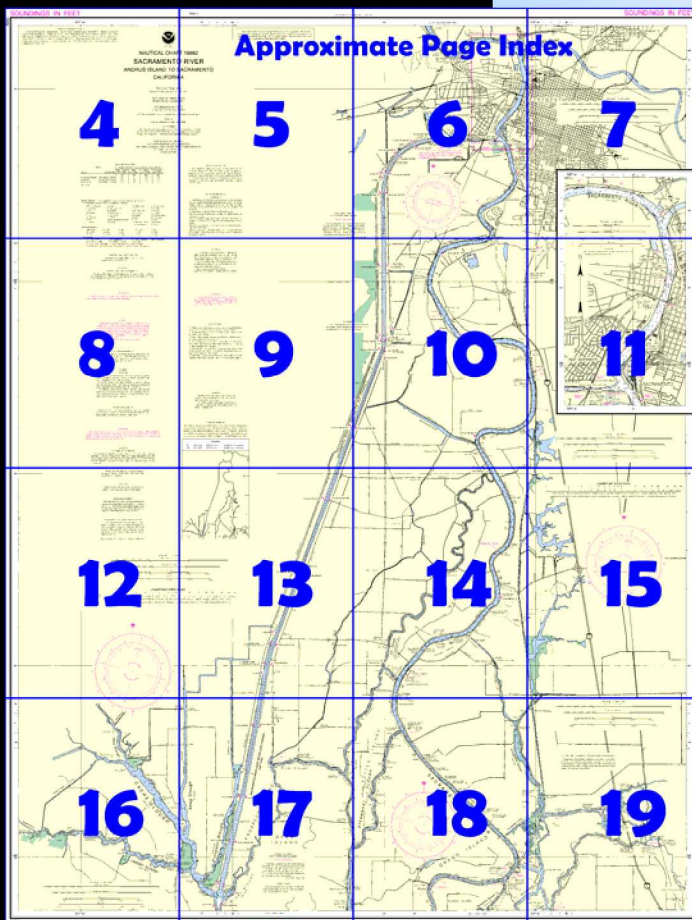
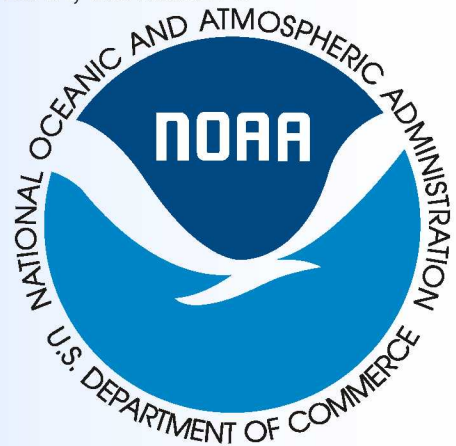
Sacramento

(NOAA Chart 18662)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

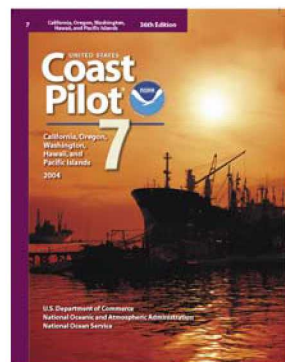
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 7 excerpts]

(552) The **Delta Region**, the combined deltas of the San Joaquin and Sacramento Rivers, comprises the feeder rivers, sloughs, and canals that directly or indirectly connect with one or both of the rivers. Hundreds of miles of navigable waterways for small boats are available in the Delta; both local and visiting small craft use these waterways extensively. Common types of pleasure craft peculiar to the Delta include pontoon boats and houseboats, but many conventional

powerboats and sailboats use these waters also, especially in summer when San Francisco Bay is foggy and choppy. Some of the more important sloughs are used by tugs and barges.

(553) Bordering the various waterways are levees which are 12 feet or more higher than the land behind them. The levees are built up from

dredged material taken from the adjacent waterway, and because of the settlement of the levees, dredging has been done periodically to keep the tops at height and grade. As material is needed for levee work, the dredge pays more attention to the requirements of the levee than to the depth of the channel for navigation purposes. This leaves an uneven bottom. The tops of the levees generally have dirt roads. **TuleTule** is often found on the channel side of the levees. Tule is the name given to a tall aquatic plant growth similar to bulrush.

(554) Many public and private small-boat harbors, marinas, and boating resorts are spread over the Delta region. All types of facilities and services for small craft are available, though some areas in the Delta are much more developed than others. Groceries are one of the most difficult items to obtain in this region; groceries in any quantity must be obtained from the larger towns on the Sacramento River, at Antioch or Stockton on the San Joaquin River, or at one of the larger resorts. Diesel oil is similarly rather scarce, since most craft on these waters use gasoline. Diesel oil may be obtained at the junction of the Mokelumne and San Joaquin Rivers, on the W side of King Island, at or near the cities of Antioch and Stockton, and at Bethel Island.

(604) **Mokelumne River**, one of the principal tributaries of the San Joaquin River, rises in the Sierra Nevada and empties into it 11.8 miles above Antioch Bridge.

(630) **Sacramento River** rises in the Trinity Mountains in N central California, flows S for 325 miles, and enters Suisun Bay on the N side of **Sherman Island**.

(631) A cable ferry crosses **Cache Slough** about 5.6 miles above Rio Vista Bridge.

(634) **Sacramento River Deep Water Ship Channel** extends from Suisun Bay through lower Sacramento River, Cache Slough, and a 22-mile land cut to a triangular harbor and turning basin at the Port of Sacramento.

The **William G. Stone Lock** is on the barge canal connecting the Deep Water Ship Channel with the Sacramento River at Sacramento. In November 1987, the lock was closed to all navigation. Project dimensions follow: ship channel, 30 feet deep, 200 to 300 feet wide; barge canal, 13 feet deep, 120 feet wide; navigation lock, usable length of 600 feet, 86 feet wide, 13 feet deep.

(635) The project depth in the ship channel is generally maintained. In June 1978, shoaling was reported in the vicinity of Sacramento Bend between the lock and the Sacramento River. The best water, marked by buoys, was reported to be along the south shore. Extreme caution is advised when entering or leaving the lock. The controlling depth in the river route is about 10 feet. Above Sacramento, the controlling depth is about 6 feet to Colusa. The sounding datum is **mean lower low water at low-river stage**.

Table of Selected Chart Notes

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.318" southward and 3.838" westward to agree with this chart.

NOTE B CAUTION

Mariners are warned that numerous uncharted piles, snags, pumps, pipes, and wrecks, some submerged, may exist along the edges of the waterway.

Numerous buoys and signs mark the wing dams along the Sacramento River. Mariners should never attempt to pass between the warning buoys and the shore.

The depths shown in backwaters, sloughs and cuts are from surveys of 1934. Channels are not maintained by the Corps of Engineers and numerous uncharted shoals and obstructions have been reported.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Sacramento, California.

Refer to charted regulation section numbers.

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

BRIDGE AND OVERHEAD POWER CABLE CLEARANCES

Clearances of overhead cables are charted as furnished by the Corps of Engineers and bridge clearances are charted as furnished by the Coast Guard. Overhead cable clearances are referred to high water. Bridge clearances are referred to High Water (HW) and Low Water (LW).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 7 for important supplemental information.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot,

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

| | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Iso isophase | OBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

Bottom characteristics:

| | | | | |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |

Miscellaneous:

| | | | |
|--|-------------------------|----------------------|----------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
| 1 Wreck, rock, obstruction, or shoal swept clear to the depth indicated. | | | |
| 2 Rocks that cover and uncover, with heights in feet above datum of soundings. | | | |

TIDAL INFORMATION

| Place | (LAT/LONG) | Height referred to datum of soundings (MLLW) | | | |
|------------------|--------------------|--|-----------------|----------------|-------------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water | Extreme Low Water |
| Snodgrass Slough | (38°16'N/121°29'W) | 2.5 feet | 2.1 feet | 0.3 feet | -1.5 feet |
| Clarksburg | (38°25'N/121°31'W) | 2.9 feet | 2.6 feet | 0.3 feet | -1.5 feet |
| Sacramento | (38°35'N/121°30'W) | 2.9 feet | 2.6 feet | 0.3 feet | -1.5 feet |

(Dec 2004)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

HEIGHTS

Heights in feet above Mean High Water.

SACRAMENTO RIVER DEEP WATER SHIP CHANNEL

162.205 (see note A)

Controlling depth for a width of 200 feet was 26.0 feet from the channel entrance (38°03'50"N, 121°51'09"W) to Lt. "40", thence 27.6 feet to Lt. "52", thence 30.9 feet to Lt. "60", thence 27.5 feet to Lt. "70", thence 18.4 feet to Lt "86" and 29.4 feet in the turning basin at West Sacramento.

May 2005 - May 2006

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) o (Approximate location)

SACRAMENTO RIVER DEEP WATER SHIP CHANNEL

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May 2005 - May 2006

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot for important supplemental information.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of Flotilla 113-03-05 of the United States Coast Guard Auxiliary for continually providing essential information for revising this chart.

CAUTION

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

R 4s 22ft 3M "84"

CAUTION

VERT CL AT HW

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sacramento, CA KEC-57 162.550 MHz WX1

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NAUTICAL CHART 18662

SACRAMENTO RIVER

ANDRUS ISLAND TO SACRAMENTO

CALIFORNIA

Mercator Projection
Scale 1:40,000 at Lat 38° 25'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

TIDAL INFORMATION

| Name | Place (LAT/LONG) | Height referred to datum of soundings (MLLW) | | | |
|------------------|---------------------|--|--------------------|-------------------|----------------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water | Extreme Low Water |
| Snodgrass Slough | (38°16'N/121°29'W) | feet 2.5 | feet 2.1 | feet 0.3 | feet -1.5 |
| Clarksburg | (38°25'N/121°31'W) | 2.9 | 2.6 | 0.3 | -1.5 |
| Sacramento | (38°35'N/121°30'W) | 2.9 | 2.6 | 0.3 | -1.5 |

(Dec 2004)

HORIZONTAL DATUM

The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions to the North American Datum of 1927 must be corrected by an average of 0.318" southward and 3.838" westward with this chart.

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in all cases. Sailing vessels and motorboats less than sixty feet in length shall not hamper, in a narrow channel, the passage of a vessel which can navigate only in that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or near head to head shall pass port to port. When motorboats approach each other at right angles, the boat on the right has the right-of-way. Motorboats must keep to the right in narrow channels and be practicable. Mariners are urged to become familiar with the Rules of the Road in U.S. Coast Guard "Navigation Rules."

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

Aids to Navigation (lights are white unless otherwise indicated):

| | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo morse code | P TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Isb isophase | OBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | OC occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | VICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

Bottom characteristics:

| | | | | |
|--------------|-----------|---------|-------------|-----------|
| Bls boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |

Miscellaneous:

| | | | |
|--|-------------------------|----------------------|----------------|
| AUTH authorized | Obstn obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rap reported | |
| 21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated. | | | |
| (2) Rocks that cover and uncover, with heights in feet above datum of soundings. | | | |

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot for important supplemental information.

CAUTION

BASCULE BRIDGES

For bascule bridges, whose spans are 80 feet or more, consult U.S. Coast Pilot for important supplemental information.

CAUTION

Limitations on the use of radio sign aids to marine navigation can be found in U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus: (A) (Accurate location) (A) (Approximate location)

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



location)



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Joins page 5

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Printed at reduced scale.

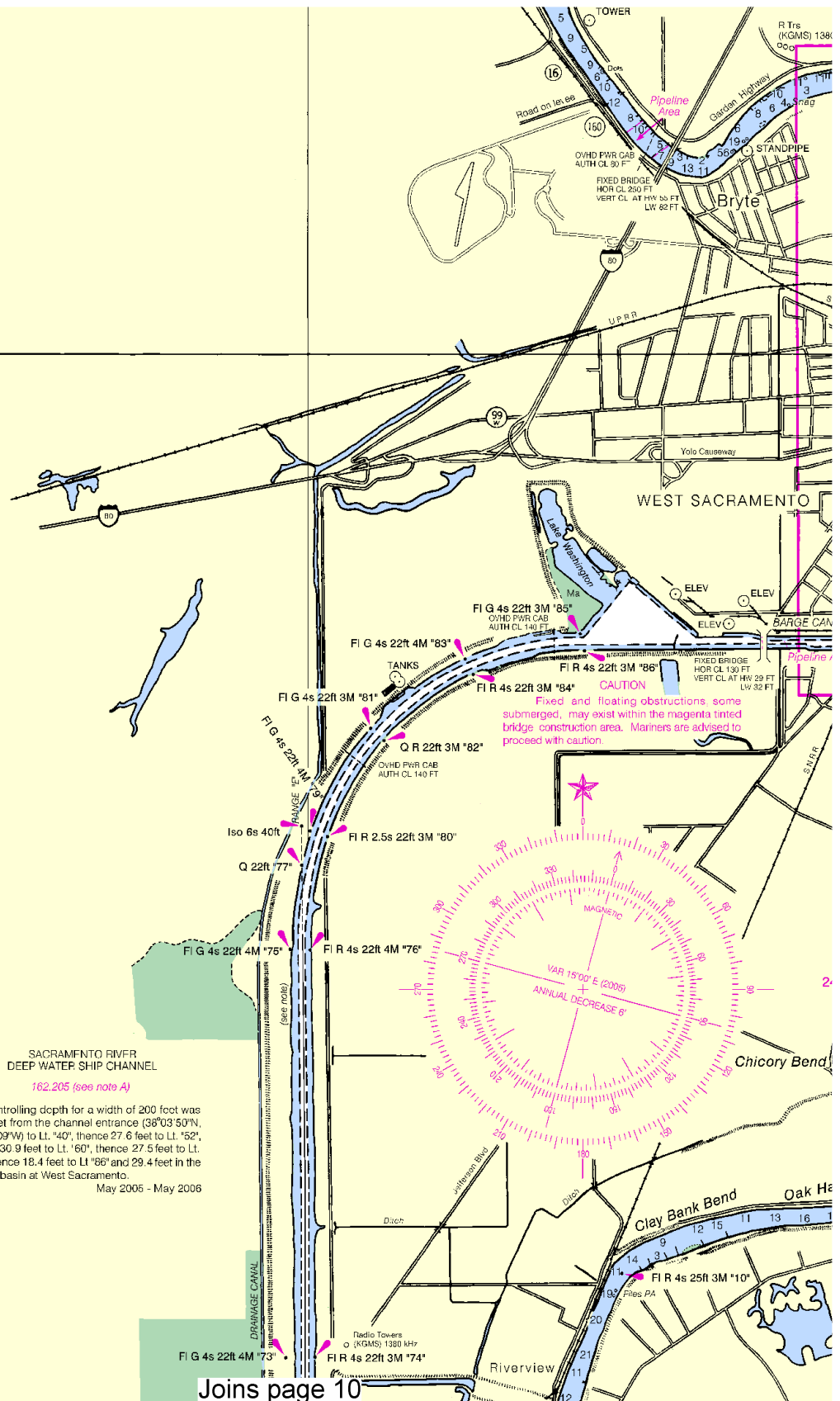
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Nautical Miles

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SACRAMENTO RIVER
DEEP WATER SHIP CHANNEL
162.205 (see note A)
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turning basin at West Sacramento.
May 2005 - May 2006

Joins page 10



Blks broken bk broken Cy clay G gravel Gs grass gy gray h hard M mud Oys oysters Rk rock S sand so soft Sh shells sy sticky

Miscellaneous:
 AUTH authorized Obsn obstruction PD position doubtful Subm submerged
 ED existence doubtful PA position approximate Rep reported
 (2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
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safe and practicable.
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 Refer to charted regulation section numbers.

POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B
 CAUTION
 Mariners are warned that numerous uncharted piles, snags, pumps, pipes, and wrecks, some submerged, may exist along the edges of the waterway.
 Numerous buoys and signs mark the wing dams along the Sacramento River. Mariners should never attempt to pass between the warning buoys and the shore.
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RADAR REFLECTORS
 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
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CAUTION
 POTABLE WATER INTAKE
 Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 7 for important supplemental information.

CAUTION
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
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CAUTION
 Limitations on the use of radio sign aids to marine navigation can be found U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication
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WARNING
 The prudent mariner will not rely solely on any single aid to navigation, particularly floating aids. See U.S. Coast Guard Light Lists and U.S. Coast Pilot for details.

SAFETY HINT
 1. Keep your chart up to date by applying to Mariners corrections when you receive them.
 2. Read carefully all notes printed on your chart.
 3. Learn the meaning of each symbol and aid on your chart from Chart No. 1.
 4. The compass on your chart shows the variation from true north, however you must also correct for the deviation of your boat.
 5. Constantly use your chart from the beginning to the end of each trip. Keep in mind the orientation of the chart.
 6. Maintain your position on the chart by relating features with those you can identify in your surroundings.

CAUTION
 Small craft should stay clear of large commercial and government vessels even if they have the right-of-way.
 All craft should avoid areas where the diver's flag, a red square with a diagonal stripe, is displayed.

SOURCE DIAGRAM
 The outlined areas represent the limits of the most recent survey information that has been evaluated for charting. Banded in this diagram by date and type of survey. Charted by the U.S. Army Corps of Engineers are periodically revised and not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

| SOURCE | | | |
|--------|-----------|-------------|-----------|
| B1 | 1990-1992 | NOS Surveys | partial b |
| B4 | 1900-1939 | NOS Surveys | partial b |



See Note on page 5.

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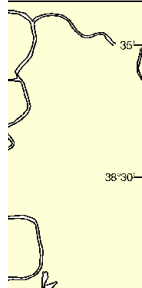
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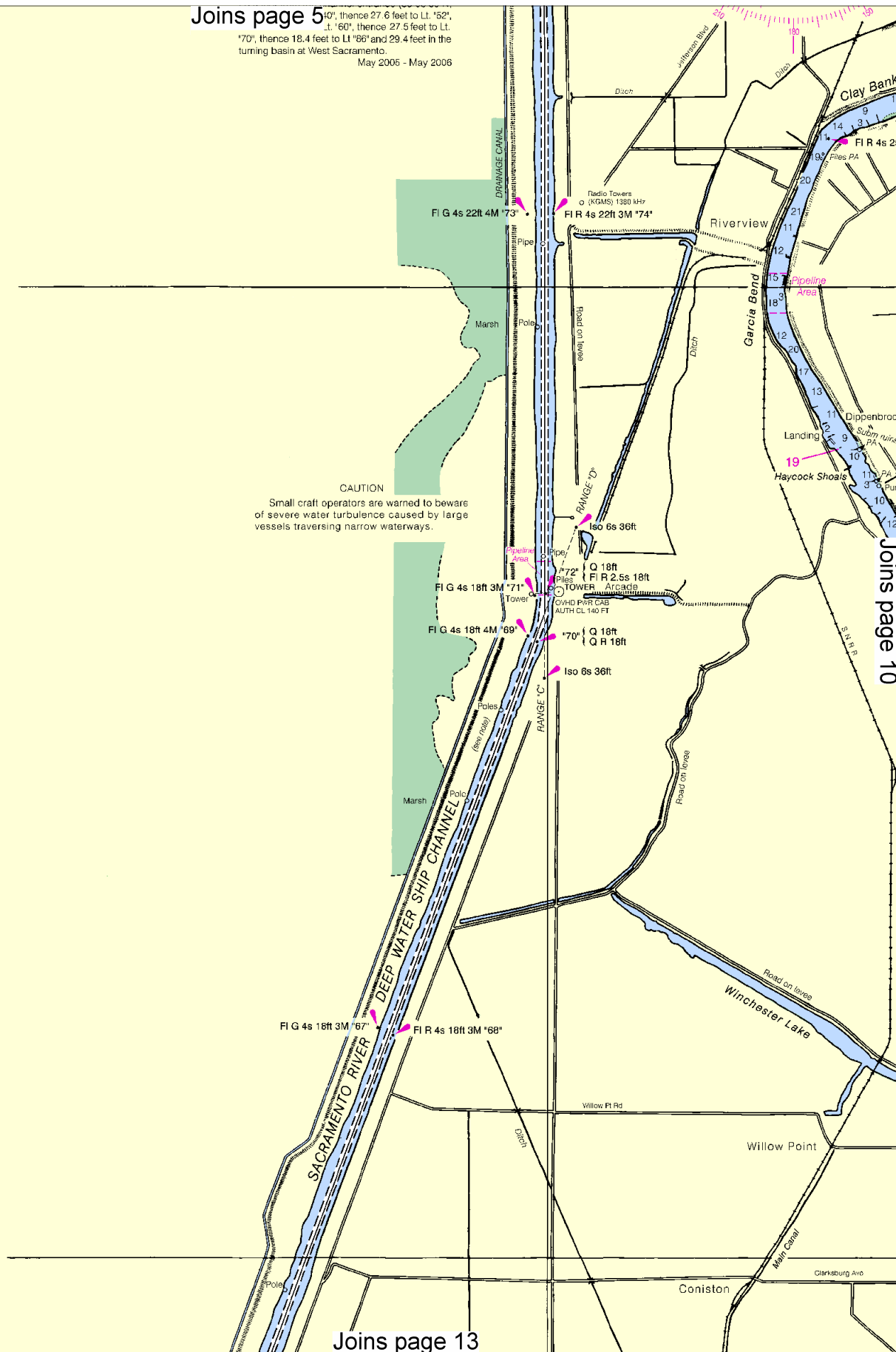
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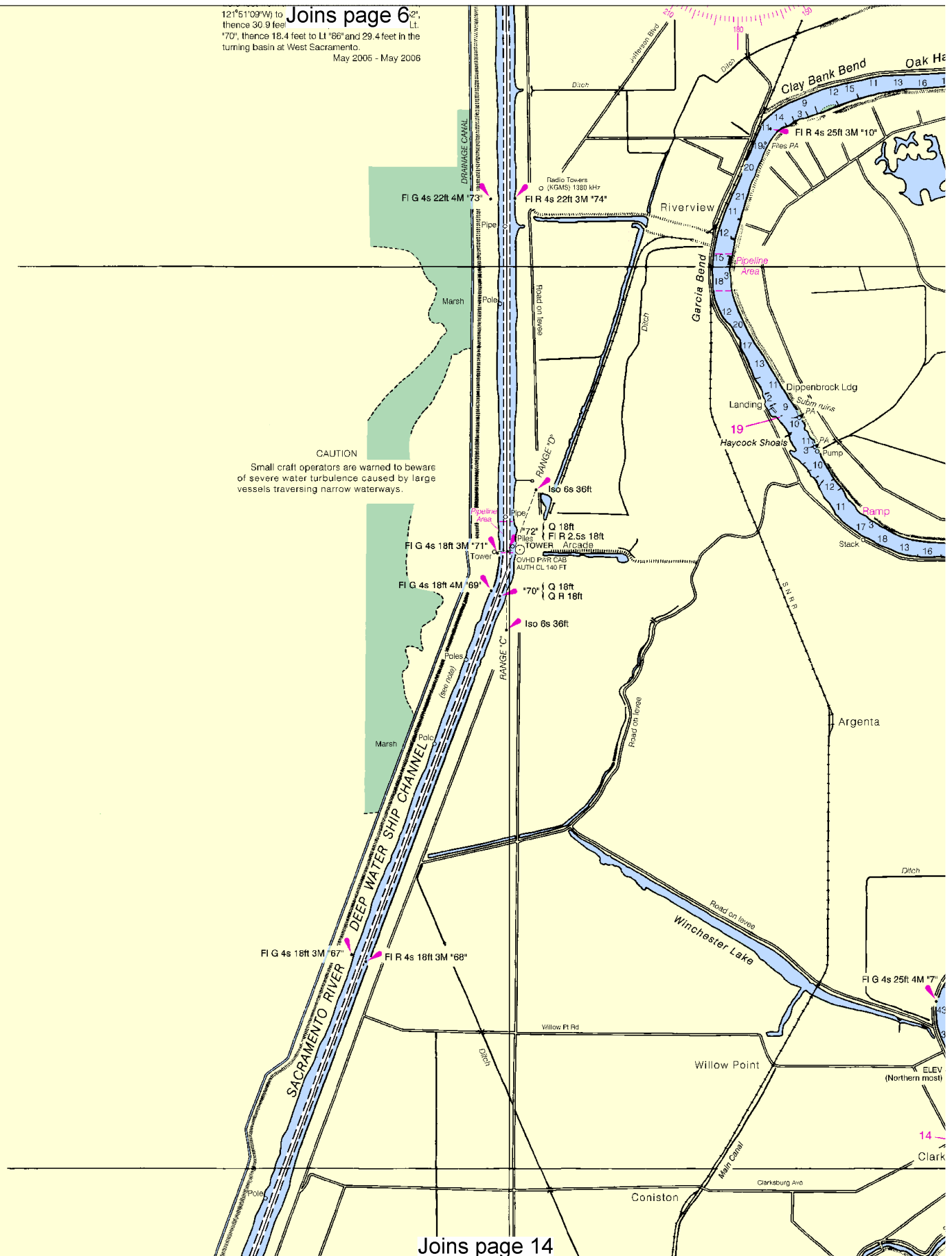


Joins page 5
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turning basin at West Sacramento.
May 2005 - May 2006



May 2005 - May 2006

Joins page 9



Joins page 14

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



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CAUTION

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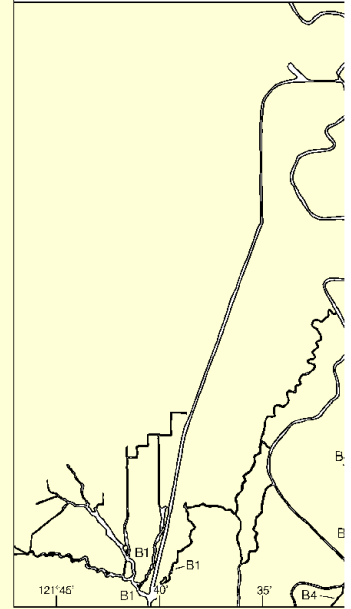
ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of Flotilla 113-03-05 of the United States Coast Guard Auxiliary for continually providing essential information for revising this chart.

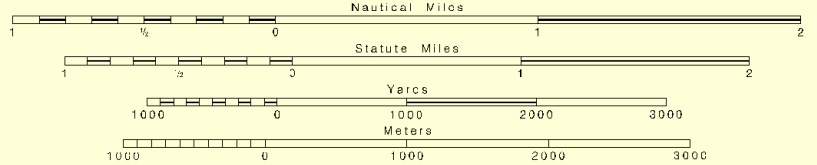
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

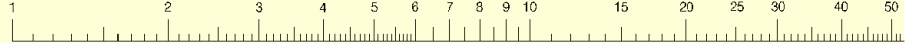
Sacramento, CA KEC-57 162.550 MHz WX1



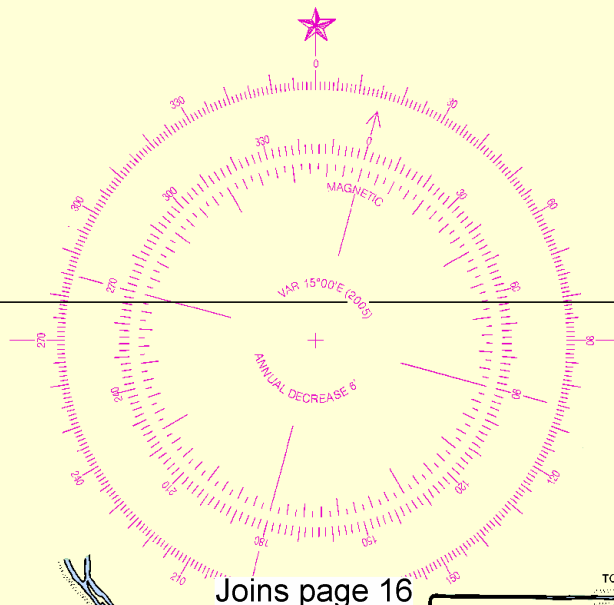
SCALE 1:40,000



LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots



Joins page 16

TOWER

TOWER

Printed at reduced scale.

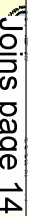
SCALE 1:40,000

See Note on page 5.



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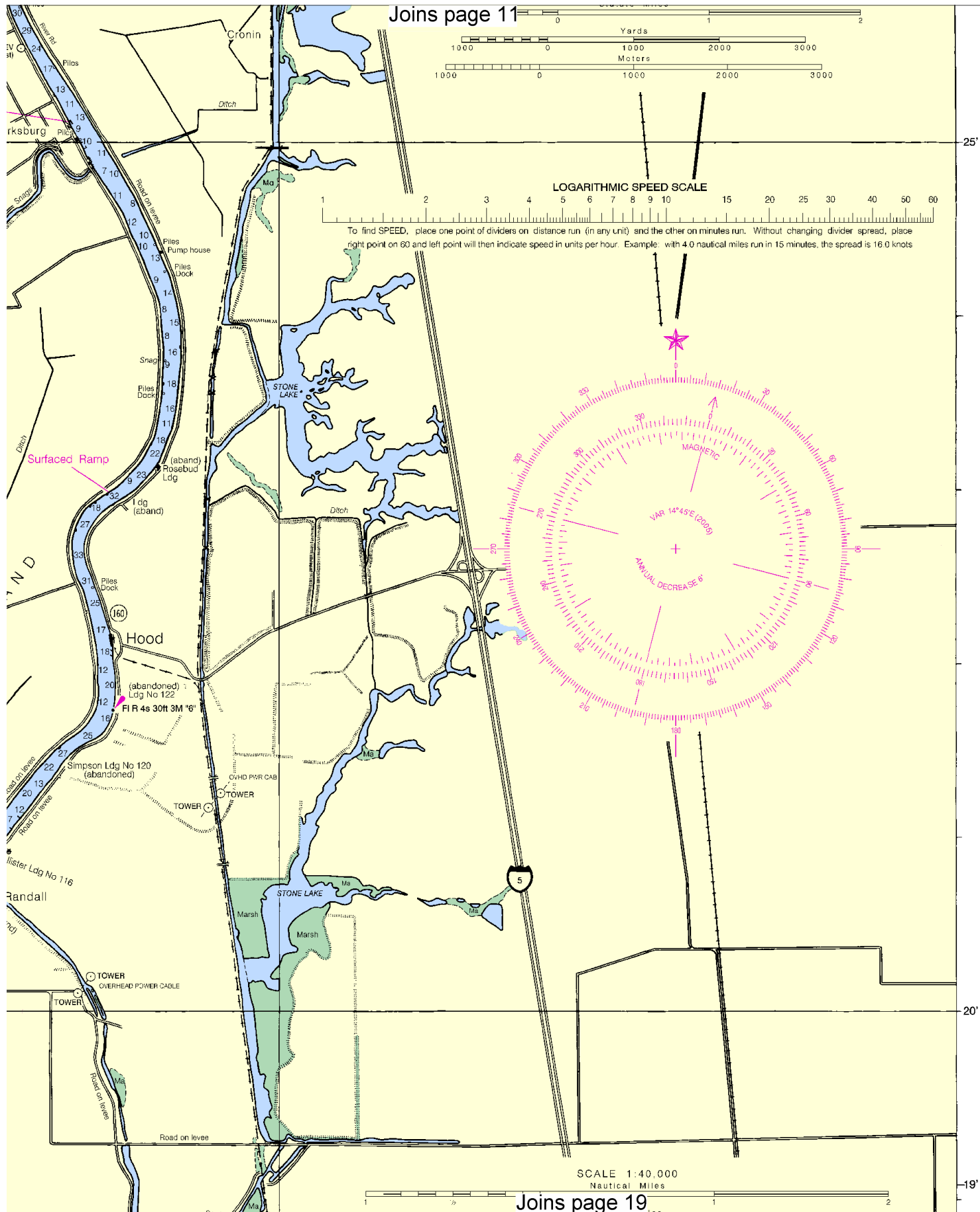


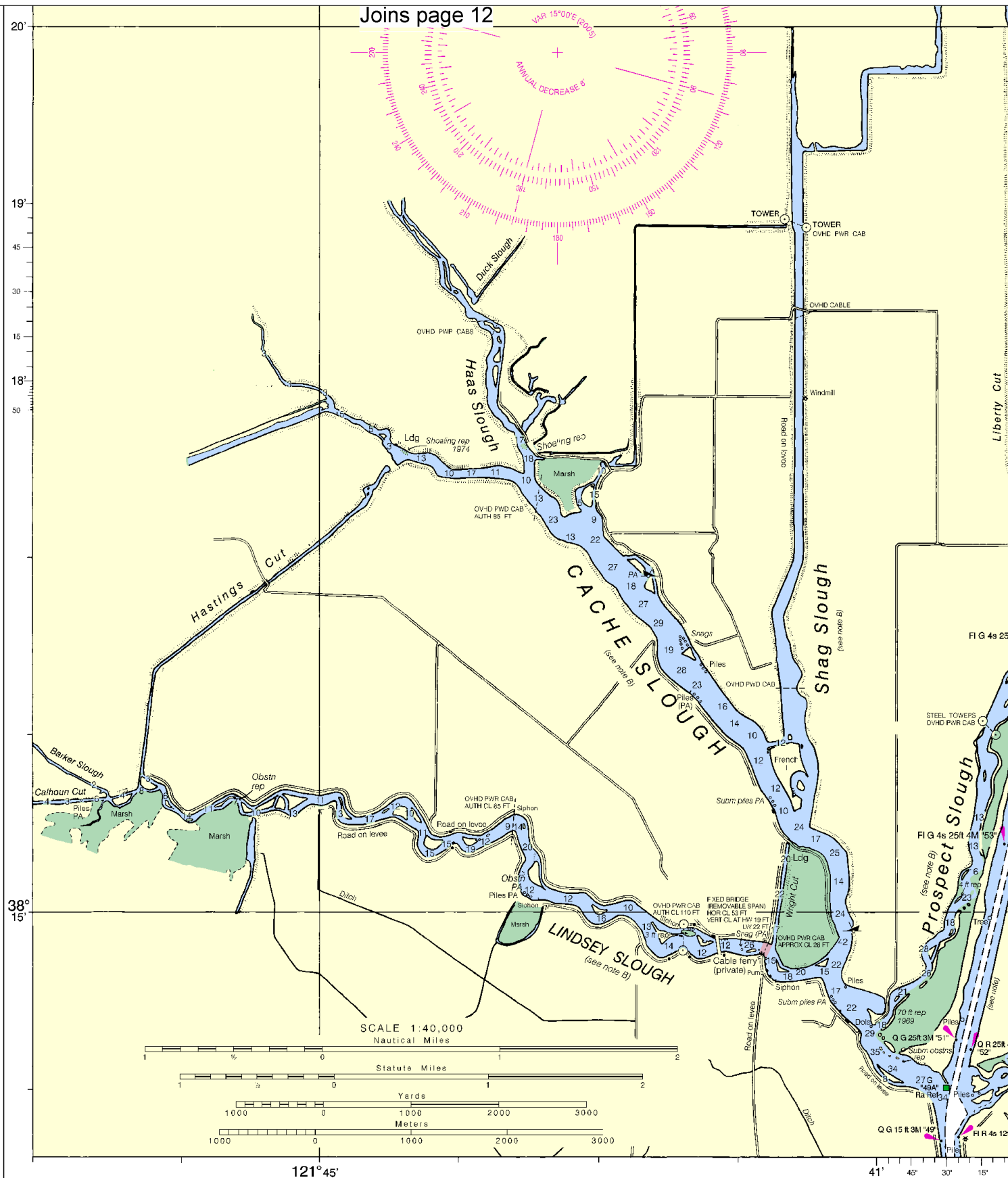
SCALE 1:40,000
Nautical Miles

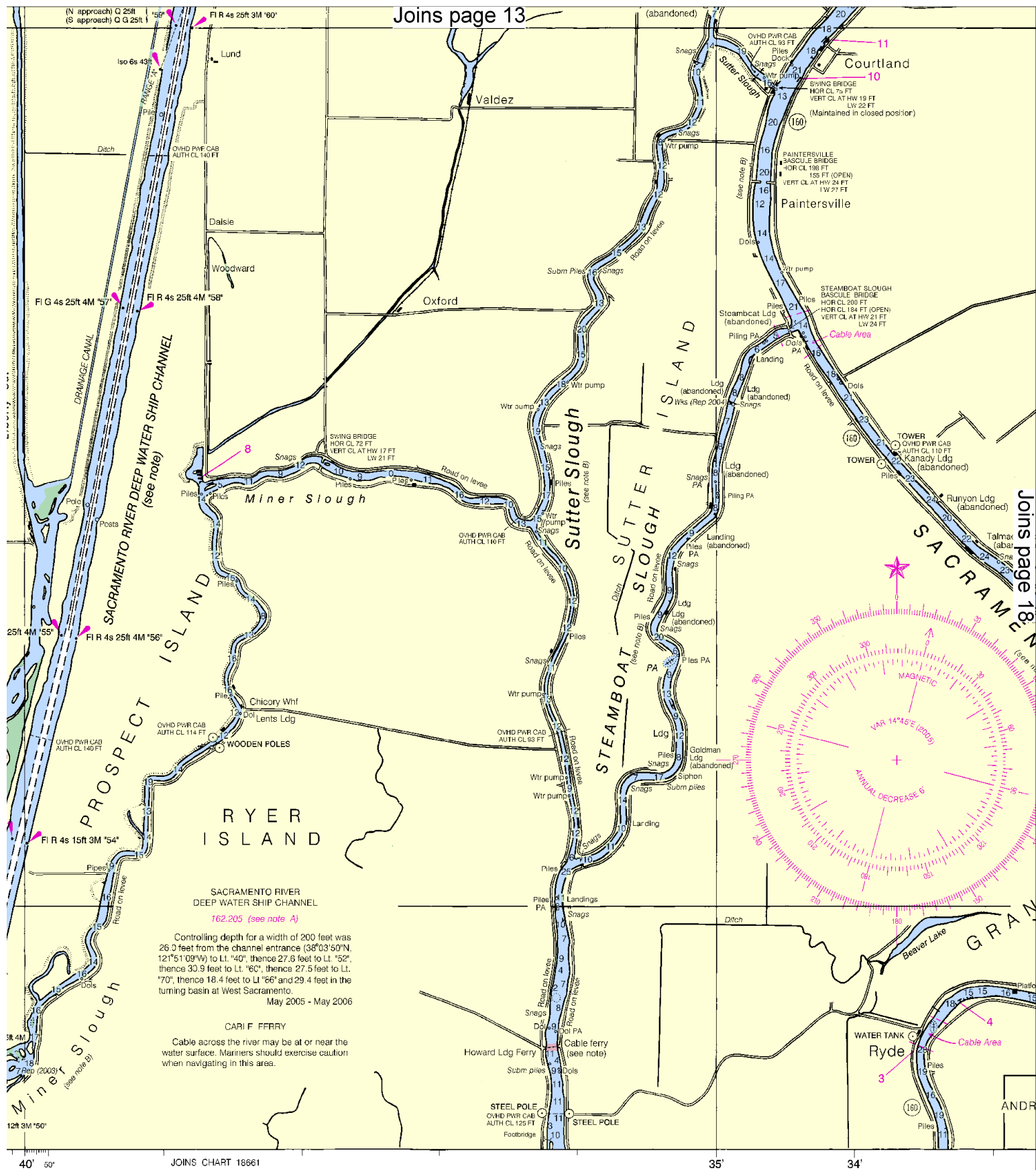
See Note on page 5.



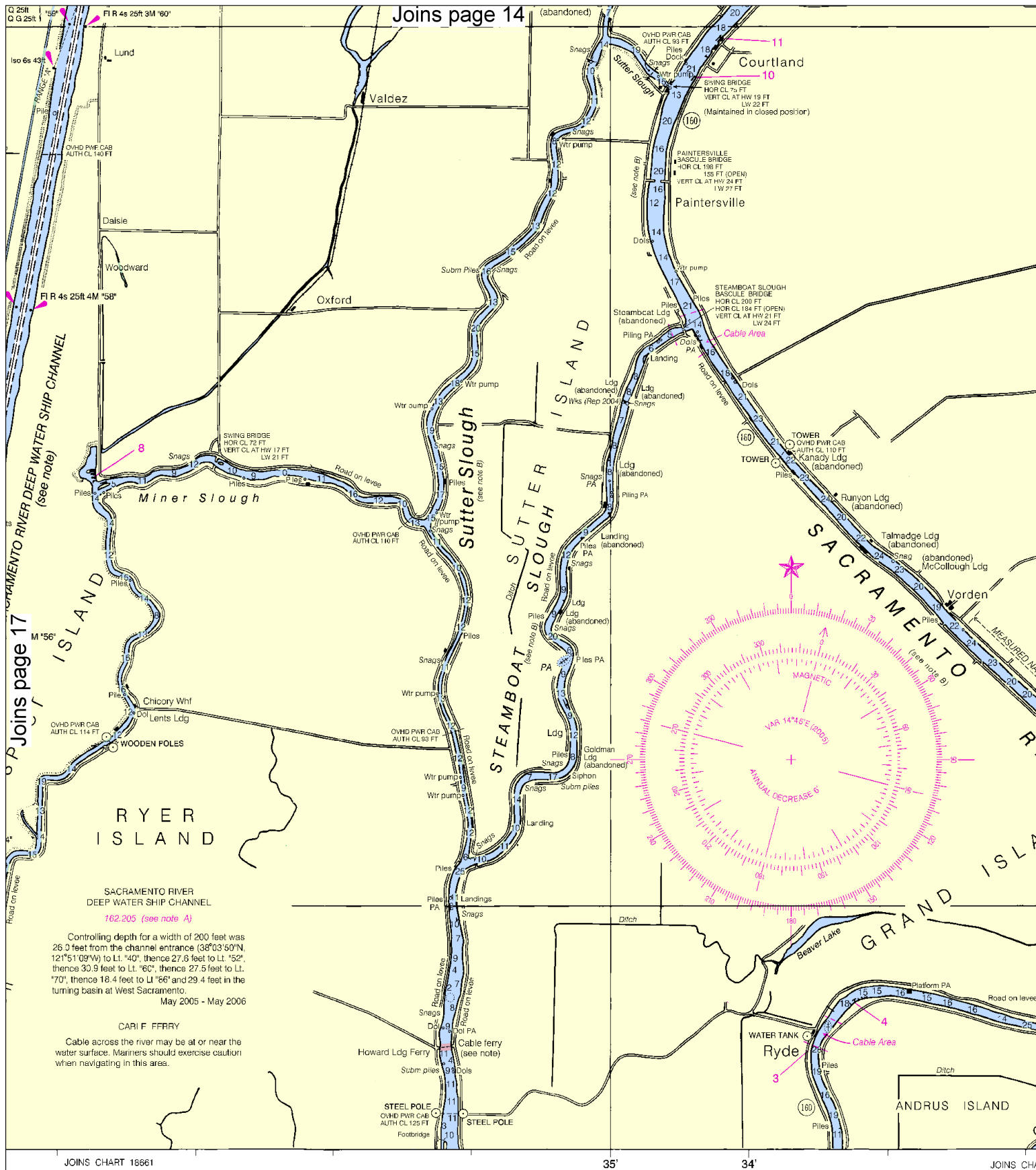
Joins page 19







SOUNDINGS IN FEET



INDINGS IN FEET

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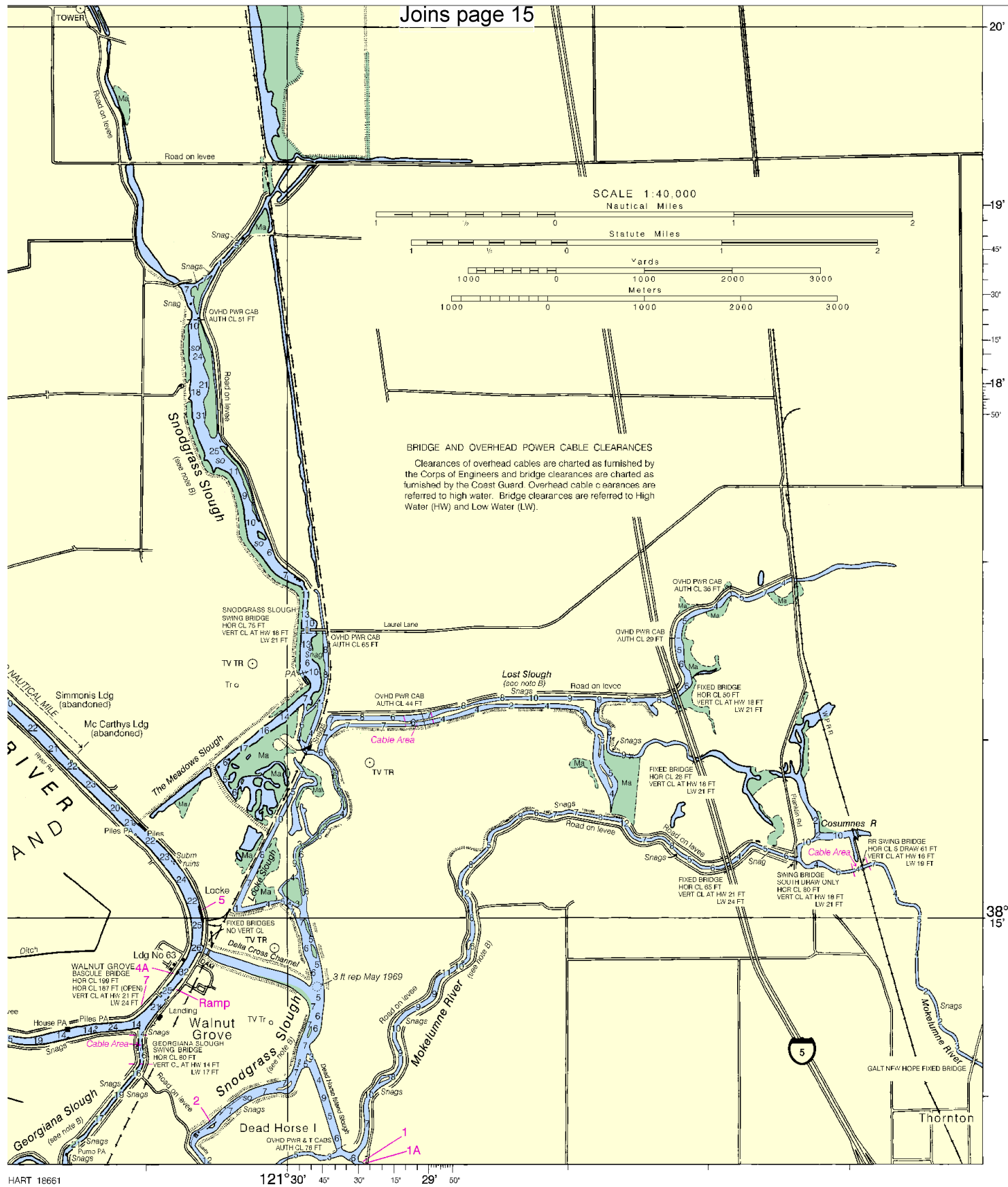


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





SIDE B

SOUNDINGS IN FEET

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 510-437-3700

Coast Guard San Francisco – 415-399-3479

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.